



## Intimations.

IMPAIRED VISION.

LAWRENCE &amp; MAYO'S PERFECT PEBBLES



Are clear, cool, & preserving to the sight.  
MR. LAWRENCE is now in Hongkong, and may be consulted at the HONGKONG HOTEL (Room No. 20), daily from 8 a.m. to 6 p.m.

CONSULTATIONS FREE.

SPECTACLES FOR BLINDNESS.

Vision is justly described as the most important of our senses, and its loss is regarded as one of the greatest afflictions to which mankind is subject.  
It is, therefore, of paramount importance that we should carefully use our sight while perfect, and that when, unfortunately, the help of Spectacles is felt to be necessary, the utmost care should be taken in the selection of them.  
The late eminent Oculist, Dr. Seeborg Wells, testifies that he had no hesitation in stating that the best plan of selecting Spectacles—employed by some Oculists—was frequently attended by serious consequences; that eyes were often permanently injured, which might, by skilful adaptation of glasses, have been preserved for years.

S. R. GROOM, Esq., F.R.C.S.,  
Barrister-at-Law, Singapore.  
I have used Glasses for twenty years, and have no hesitation in saying that, those supplied me by you are the best I have ever worn. I wear them with much satisfaction and comfort, and find the frames are especially convenient.

To Messrs. LAWRENCE & MAYO,  
Hotel d'Europe, Singapore.

LAWRENCE & MAYO,  
OPHTHALMIC OPTICIANS,  
(Opticians to the Principal Ophthalmic Surgeons in England and India)  
Office—Old Bond Street, LONDON.  
3 & 4, Hare Street, CALCUTTA.  
22, Rampart Row, BOMBAY.  
Hongkong, July 23, 1888. 1232

## DENTISTRY.

FIRST CLASS WORKMANSHIP.

MODERATE FEES.

MR. WONG TAI-FONG,

Surgeon Dentist.

(Formerly Attached Apprentice and Lately Assistant to Dr. ROGERS.)  
At the urgent request of his European and American patients and friends, has TAKEN THE OFFICE formerly occupied by Dr. ROGERS,  
No. 2, DUNDRELL STREET.

CONSULTATION FREE.

Discount to missionaries and families.  
Solo Address  
2, DUNDRELL STREET,  
(Next to the New Oriental Bank.)  
Hongkong, January 12, 1885. 66

## NOTICE.

HONGKONG AND WHAMPOA DOCK  
COMPANY, LIMITED.

SHIPMASTERS AND ENGINEERS are respectfully informed that, upon their arrival in this Harbour, NONE of the Company's FOREMEN should be at hand, Order for REPAIRS if sent to the HEAD OFFICE, No. 14, Praya Central, will receive prompt attention.  
In the Event of Complaints being found necessary, Communication with the Under-Sign'd is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.

D. GILLIES,

Secretary.

Hongkong, August 25, 1885. 1468

CHAS. J. GAUPP & Co.,  
Chronometer, Watch & Clock Makers,  
Jewellers, Gold & Silversmiths.

NAUTICAL, SCIENTIFIC AND  
METEOROLOGICAL  
INSTRUMENTS.

VOYAGERS' ORIENTAL  
BINOCULARS AND TELESCOPES.  
RETORTS, LIQUID AND OTHER COMPASSES.  
ADMIRALTY & IMRAY CHARTS,  
NAUTICAL BOOKS.  
English SILVER & ELECTRO-PLATED WARE.  
Chronicle & Co.'s ELECTRO-PLATED WARE.  
GOLD & SILVER JEWELLERY  
in great variety.

## DIAMONDS.

DIAMOND JEWELLERY,  
A Splendid Collection of the Latest LONDON  
PATTERNS, at very moderate prices. 742

## To-day's Advertisements.

EASTERN AND AUSTRALIAN  
STEAMSHIP COMPANY,  
LIMITED.

FOR SYDNEY, MELBOURNE AND  
ADELAIDE.

(Calling at PORT DARWIN, and taking  
through Cargo to QUEENSLAND  
PORTS, NEW ZEALAND,  
TASMANIA, &c.)

The Steamship  
Tasmanian,  
Captain BRIDGES, will  
be despatched for the  
above Ports on FRIDAY, the 10th Inst., at  
4 p.m., instead of as previously advertised.

For Freight or Passage, apply to  
RUSSELL & Co.,  
Agents.

Hongkong, August 8, 1888. 1324

COMPAGNIE DES MESSAGERIES  
MARITIMES.

PAQUEBOT POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND  
YOKOHAMA.

The Co.'s Steamship  
Mellin,  
Commandant LARONDE,  
will be despatched for the  
above Ports on or about WEDNESDAY,  
the 15th Instant.

G. DE CHAMPEAUX,  
Agent.

Hongkong, August 8, 1888. 1323

## To-day's Advertisements.

THEATRE ROYAL,  
CITY HALL, HONGKONG.

TO-MORROW EVENING,  
the 9th August, 1888.

THE AMERICAN MUSICAL  
COMEDY & OPERA COMPANY.

Directors: Mr. PEMBERTON W. WILLARD,  
JOHN F. SHERIDAN.

Will appear as above in  
SYDNEY GRUNDY'S GREAT LONDON FAROICAL  
COMEDY.  
'THE ARABIAN NIGHTS.'

CAST OF CHARACTERS.  
Arthur Hummingtop.....Mr. P. W. Willard.  
Ralph Orinrod (his friend).....Charles Fisher.  
John (his servant).....J. F. Sheridan.  
Brother-in-law.....A. Smith.  
Mrs. Hummingtop (his wife).....Miss M. Morrison.  
Mrs. Gillingham (his mother-in-law).....E. Leanington.  
Daisy Maitland (his niece).....Vera Pety.  
Barbara (his servant).....Nellie Arline.  
Rosa Columbian.....G. Whitford.

Scene—APARTMENT IN HUMMING-  
TOP'S HOUSE.

The Comedy will be preceded at 9 Sharp  
by a CONCERT.

Conductor—Mr. J. A. ROBINSON.

SATURDAY,  
11th August, 1888.

SIR JULIUS BENDISCH'S DELIGHTFUL OPERA,  
'LILY OF KILLARNEY.'

Prices \$3, \$2, and \$1.  
Plan at Messrs. KELLY & WALSH'S, LD.  
All communications to PEMBERTON W. WILLARD, Hongkong Hotel.

Hongkong, August 8, 1888. 1326

CANADIAN PACIFIC STEAMSHIP  
COMPANY.

TAKING CARGO AND PASSENGERS  
TO JAPAN, CANADA, THE  
UNITED STATES, AND EUROPE,  
VIA

THE CANADIAN PACIFIC RAILWAY  
AND OTHER CONNECTING  
RAILWAY LINES & STEAMERS.

'THE British Steamship BATAVIA,  
A 2,553 Tons Registered, WATSON  
Commander, will be despatched for VAN-  
COUVER, B.C., and SAN FRANCISCO,  
CALIFORNIA, and YOKOHAMA, on THURSDAY,  
the 10th August, at 3 p.m.

To be followed by the S.S. DUKE OF  
WESTMINSTER, on the 31st August,  
S.S. PALLADIUM, on the 13th September,  
and S.S. ALYSSA, on the 4th October.

Connection will be made at Yokohama  
with Steamers from Shanghai and Japan  
Ports, and at Vancouver with Pacific Coast  
Steamers, by the regular Steamers of the  
PACIFIC COAST STEAMSHIP COMPANY and  
other Steamers.

Through Passage Tickets granted to Eng-  
land, France, and Germany by all trans-  
Atlantic lines of Steamers.

First-class Fares granted as follows:—  
To Vancouver & Victoria, Mex. \$160.00  
To San Francisco..... 175.00  
To Liverpool..... 300.00  
To London..... 305.00

To other European ports at proportionate  
rates. Special reduced rates granted to  
Officers of the Army, Navy, Civil Service,  
and the Imperial Chinese and Japanese  
Customs, to be obtained on application.

Consular Invoices to accompany Cargo  
destined to points in the United States,  
should be sent to the Company's Office,  
addressed to Mr. D. E. BROWN, District  
Freight Agent, Vancouver, B.C.

Freight will be received on board until  
4 p.m. on the 13th August.

All Parcels must be sent to our Office  
and should be marked to address 'in full',  
and the same will be received by us until  
5 p.m. the day previous to sailing.

For information as to Passage or Freight,  
apply to  
ADAMSON, BELL & Co.,  
Agents.

Hongkong, August 8, 1888. 1247

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP  
COMPANY.

THROUGH TO NEW YORK, VIA  
OVERLAND RAILWAYS, AND TOUCHING  
AT YOKOHAMA, AND SAN FRANCISCO.

'THE U. S. Mail Steamship CITY  
OF NEW YORK' will be despatched  
for San Francisco, via Yokohama, on  
WEDNESDAY, the 29th Inst., at 3 p.m.,  
taking Passengers and Freight for Japan,  
the United States, and Europe.

Through Bills of Lading issued for trans-  
portation to Yokohama and other Japan  
Ports, to San Francisco, to Atlantic and  
Pacific Coast Ports, to Havana, Trinidad,  
Demerara, and to ports in Mexico, Central  
and South America, by the Company's and  
connecting Steamers.

Through Passage Tickets granted to Eng-  
land, France, and Germany by all trans-  
Atlantic lines of Steamers.

First-class Fares granted as follows:—  
To San Francisco..... \$200.00  
To San Francisco and return..... 350.00  
To Liverpool..... 325.00  
To London..... 330.00

To other European ports at proportionate  
rates. Special reduced rates granted to  
Officers of the Army, Navy, Civil Service,  
and the Imperial Chinese Customs, to be  
obtained on application.

Passengers who have paid full fare, re-  
marking at San Francisco for China or  
Japan (for sea service) within one year will  
be allowed a discount of 10%. This discount  
does not apply to through fares from China  
and Japan to Europe.

Freight will be received on board until  
4 p.m. the day previous to sailing. Parcel  
Packages will be received at the office until  
5 p.m. each day. All Parcel Packages  
should be marked to address in full; value  
of same is required.

Consular Invoices to accompany Cargo  
destined to points beyond San Francisco,  
in the United States, should be sent to the  
Company's Office in Sealed Envelopes,  
addressed to the Collector of Customs at San  
Francisco.

For further information as to Passage  
and Freight, apply to the Agency of the  
Company, No. 50A, Queen's Road Central.

C. D. HARMAN,  
Agent.

Hongkong, August 8, 1888. 1323

## To-day's Advertisements.

FOR SHANGHAI.  
The Steamship  
Ningpo,  
Captain SAWASHER, will  
be despatched for the  
above Port TO-MORROW, the 9th Inst.,  
at 4 p.m.

For Freight or Passage, apply to  
SIEMSEN & Co.  
Hongkong, August 8, 1888. 1321

NORDEUTSCHER LLOYD.

NOTICE TO CONSIGNEES.

STEAMSHIP BAYERN,  
FROM BREMEN AND PORTS  
OF CALL.

THE above-named Steamship having ar-  
rived, Consignees of Cargo are hereby  
informed that their Goods, with the excep-  
tion of Opium, Treasure and Valuables, are  
being landed and stored at their risk into  
the Godowns of the HONGKONG AND KOW-  
LOON WHARF AND GODOWN COMPANY, LTD.,  
Kowloon, whence delivery may be obtained.  
ORIGINAL CARGO will be landed here in  
Hongkong unless notice to the contrary be  
given before 5 p.m. TO-DAY, the 7th Inst.  
No Claims will be admitted after the 13th  
August unless delivered after the 13th  
August will be subject to suit.

All broken, chafed, and damaged Goods  
are to be left in the Godowns, where they  
will be examined on MONDAY, the 27th  
August, at 4 p.m.

All Claims must reach us before the 20th  
August, or they will not be recognised.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by  
MELOCHERS & Co.,  
Agents.

Hongkong, August 7, 1888. 1323

Not Responsible for Debts.

Neither the Captain, the Agents, nor  
Owners will be Responsible for  
any Debt contracted by the Officers or  
Crew of the following Vessels, during  
their stay in Hongkong Harbour:—

ANOR, Norwegian barque, Captain A.  
Christensen.

G. H. WATKINS, British barque, Captain  
Cumming.—Butcherfield & Swire.

HEVRA, German steamer, Capt. Dethlefsen.  
—Siemssen & Co.

LUCIA, British barque, Captain David  
Wood.—Order.

NYL GRAY, British ship, Captain W. B.  
Byler.—Order.

SHIPPING.

ARRIVALS.

August 8, 1888.—

Ningpo, German steamer, from Wham-  
poa.

Leinow, British steamer, 1,343, J. Theart,  
Saigon August 4. General.—ADAMSON,  
BELL & Co.

Mika Maru, Japanese steamer, 2,080,  
Pyno, Kutchinotsu August 3, Coal.—MITSU  
BUNSSA KAISHA.

Actis, Danish steamer, 355, N. C. Revs-  
bakk, Pakhoi August 5, and Heibow 7,  
General.—ARNOLD, KARRIS & Co.

Hever, German steamer, from Wham-  
poa.

DEPARTURES.

August 8:—

Anoy, for Whampoa.

Stender, for Amoy and Shanghai.

Nanshan, for Swatow.

Cheung Hock Kien, for Swatow.

Bayern, for Shanghai.

General Welter, for Yokohama.

Clebsa, for Singapore.

Centon, for Swatow.

Thala, for Coast Ports.

City of Rio de Janeiro, for San Francisco.

Pishun, for Shanghai.

CLEARED.

Marie, for Haiphong.

Arion, for Cuba.

Cathonia, for Victoria.

Wandering Jew, for New York.

Spinaway, for Singapore.

Independent, for Bangkok.

Triumph, for Saigon.

Benary, for Bangkok.

Victoria, for Nagasaki.

PASSENGERS.

ARRIVED.

Per Leinow, from Saigon, 138 Chinese.

DEPARTED.

Per Actis, for Heibow, 50 Chinese.

Per Nanshan, for Swatow, 100 Chinese.

Per Cheung Hock Kien, for Swatow, 325 Chinese.

Per City of Rio de Janeiro, for Yokohama, 1,000 Chinese.

Per Centon, for Swatow, 60 Chinese.

Per Thala, for Coast Ports, 200 Chinese.

Per Pishun, for Shanghai, 90 Chinese.

To DEPART.

Per Marie, for Haiphong, 25 Chinese.

Per Spinaway, for Singapore, 2 Euro-  
peans.

Per Independent, for Bangkok, 12 Chi-  
nese.

Per Triumph, for Saigon, 30 Chinese.

SHIPPING REPORTS.

The British steamer Leinow reports:  
Had light Southerly winds; latter part  
light variable winds with hot sultry wea-  
ther.

The Japanese steamer Mika Maru re-  
ports: On August 6th, spoke steamer  
Pishun from Hongkong bound Kut-  
chinotsu, 2 days out.

POST OFFICE NOTICES.

MAILS will close:—

FOR NAGASAKI.—  
Per Victoria, at 1.30 p.m., on Thursday,  
the 9th inst.

FOR NAGASAKI, KOBE & YOKOHAMA.  
Per Bayern, at 3.30 p.m., on Thursday,  
the 9th inst.

FOR SHANGHAI.—  
Per Ningpo, at 3.30 p.m., on Thursday,  
the 9th inst.

FOR SAIGON.—  
Per Triumf, at 4.30 p.m., on Thursday,  
the 9th inst.

FOR SWATOW, AMOY & FOCHOOW.—  
Per Haiphong, at 11.30 a.m., on Friday,  
the 10th inst.

FOR PORT DARWIN, SYDNEY, MEL-  
BOURNE & ADELAIDE.—  
Per Tasmanian, at 3.30 p.m., on Friday,  
the 10th inst., instead of as previously  
notified.

## MEMOS. FOR TO-MORROW.

Shipping:  
4 p.m.—Ningpo leaves for Shanghai.  
4 p.m.—Tehran leaves for Nagasaki, &c.

Amusements:  
5 p.m.—Performance at the City Hall.

Miscellaneous:  
Goods per Steamer Ono unloaded after  
Noon subject to rent.

WATSON'S  
PRICKLY HEAT LOTION  
AND POWDER

A RE-SPECIFIC FOR  
PRICKLY HEAT,  
AND ALL SKIN ERUPTIONS  
caused by the hot weather.

DIRECTIONS.  
Apply with a Soft Sponge, and when  
nearly dry dust over with 'The Dusting  
Powder.' Irritation will entirely cease in  
a few moments, and be succeeded by a most  
agreeably cool and refreshing sense of com-  
fort and ease.

A light dose of WATSON'S SALINE  
APERIENT in the morning is also recom-  
mended as a detergent.

A. S. Watson & Co., Limited.  
THE HONGKONG DISPENSARY.  
August 6th 1888. 1315

The publication of this issue commenced  
at 7.35 p.m.

The China Mail.

HONGKONG, WEDNESDAY, AUGUST 8, 1888.

WHEN our erratic contributor 'Brownie'  
alleges, as he has done more than  
once, that we have given much more  
than we have got under the Additional  
Article of the Cheeto Agreement, he  
probably expresses the common feeling  
which is entertained in Hongkong and  
at the Ports. In appraising the results  
of the negotiations consequent upon  
the Additional Article, however, the  
Imperial gains or losses ought to be  
carefully separated from those that may  
be set down as forming the local bal-  
ance sheet here in Hongkong. At  
present, it is doubtful whether Great  
Britain has gained anything in an im-  
portant sense beyond an increased friend-  
liness with China, and perhaps a  
stronger international bond which might  
probably become still stronger in cer-  
tain eventualities. What this Colony  
has lost or gained may now be more  
definitely noted than it could have been  
some time ago, as the success or failure  
of the Colonial plan of collecting the  
Opium duties, of removing the so-called  
Blockade, and of practically reducing  
smuggling to a minimum, may now be  
fairly estimated. It must be admitted  
that the proceedings of the Commission,  
held in Hongkong in the year 1886  
(from June to September), were then  
and have since been kept rigorously  
from the public eye, so that it is not  
very surprising to find that the popular  
view of the situation is vaguely un-  
favourable to the British side of the  
question. From what we have been  
able to gather, from one source and  
another, the result of the negotiations  
carried on at this semi-secret Commis-  
sion, together with the working of the  
new regulations which were the out-  
come of that Commission, have been  
much more satisfactory than most re-  
sidents would be inclined to believe.  
Although at the time the Hongkong  
Commission sat the complaints against  
the so-called Blockade were at a mini-  
mum, the grounds of complaint were  
there, and the screw was apparently  
applied periodically to remind traders  
of its convenient presence. As we have  
frequently pointed out, the elastic na-  
ture of the Lekin charges, placed first  
upon opium and subsequently upon all  
goods leaving Hongkong, was the origin  
of most of the trouble formerly known as  
the Blockade grievance. These charges  
were levied by the Provincial authori-  
ties, the Viceroy of Kwangtung (or  
the Hoppo, who was the monopolist)  
being permitted apparently to levy any  
figure which he pleased. No tariff  
could ever be obtained, and as a matter  
of fact no returns were ever given to  
the Peking Government of the levies  
demanded or received. This loose and  
rapacious system, as we have said, was  
not only the backbone of the Blockade,  
but was the father of the smuggling  
carried on from Hongkong. Hence  
the attempt to misconstrue the origin  
and object of the Commission in  
Hongkong. The Chinese tried to  
represent it as a Commission to stop  
smuggling from Hongkong; but  
the astuteness of the Hon. Justice  
Russell (who represented this Colony)  
was too much for them, and he re-  
minded the other members that the  
object of the Commission was to con-  
sider the complaints of the Mercantile  
Community of Hongkong concerning  
the so-called Blockade.

The core of the whole question was  
undoubtedly, the discovery of a plan  
under which the collection of China's  
revenue could be aided and secured.  
Smuggling would then be rendered al-  
most impossible, and the harassing at-  
titude of the Chinese cruisers would be  
rendered unnecessary. But here came  
in the difficulty that had frequently  
arisen in our intercourse with China—  
the separate interests of Peking and the  
Provincial authorities. In the old days  
the difficulty was one of administration  
generally; now it was reduced to fiscal  
questions only; but these were the very  
matters which were affected by the re-  
medies proposed. Clearly if the Peking  
authorities took over the collection of  
duties entirely into the hands of their  
highly-organised and honest Foreign  
Collector, it was the duty of the Im-  
perial Government to reimburse the  
Provincial authorities to the extent of  
the revenue thus withdrawn. With  
the usual secrecy practised by Chinese

officials, however, no returns could ever  
be obtained from the Provincial man-  
darins; and the particular way they have  
succeeded in arranging with the Central  
Government as to compensation will  
probably never be known. It may be  
that this peculiarity of keeping no true  
accounts or rendering no returns con-  
siderably increased the puzzle which  
existed in former days as to where the  
surplus of opium was accounted for could  
have got to, whereby the smuggling from  
Hongkong was augmented to a point  
which it certainly never reached. Any-  
way, the hostility of the Provincial  
mandarins to the proposed change be-  
came manifestly apparent even during the  
sitting of the Commission, when the in-  
terference of the authorities of the pro-  
vince caused a very marked falling-off  
in the junk trade, and seriously im-  
paired the whole of the negotiations.

As we have hinted, the problem to be  
solved was not an easy one. Many so-  
lutions had been propounded, viz., (1)  
the collection of duty on opium in In-  
dia; (2) what is known as the Hulk  
system in Hongkong Harbour; and  
(3) the system which is now in opera-  
tion. The first of these (which pro-  
posed that the Tls. 110, Import duty  
and Lekin, levied on every chest of  
opium should be paid in



## INSURANCES.

## QUEEN FIRE INSURANCE COMPANY.

THE Undersigned, Agents for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

NORTON & Co.,  
Agents.

Hongkong, July 15, 1887. 1340

## THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER OF His Majesty King George The First, A. D. 1720.

THE Undersigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows:—

Marine Department.

Policies at current rates, payable either here, in London, or at the principal Ports of India, China and Australia.

Fire Department.

Policies issued for long or short periods at current rates.

Life Department.

Policies issued for sums not exceeding £5,000 at reduced rates.

HOLLIDAY, WISE & Co.  
Hongkong, July 26, 1872. 496

## NORTH BRITISH &amp; MERCANTILE INSURANCE COMPANY.

THE Undersigned, Agents of the above Company, are authorized to insure against FIRE at Current Rates.

GILMAN & Co.  
Hongkong, January 1, 1882. 14

## Mails.



STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, PORT SAID, MARSEILLES, MALTA, GIBRALTAR, BRINDISI, PLYMOUTH, AND LONDON.

ALSO, MADRAS, CALCUTTA, AND AUSTRALIA.

N.B.—Cargo can be taken on through Bills of Lading for BATAVIA, TRIESTE, HAMBURG, NEW YORK AND BOSTON.

SPECIE ONLY LANDED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship MIRZAPUR, Captain R. HANVY, with Her Majesty's Mails, will be despatched from this for LONDON direct, via SUEZ CANAL and usual Ports of Call, on SATURDAY, 11th August, at Noon.

Cargo will be received on board until 4 p.m.

Parcels and Specie (Gold) at the Office until 4 p.m. on the day before sailing.

For further Particulars regarding FREIGHT and PASSAGE, apply to the PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

Passengers desirous of insuring their baggage can do so on application at the Company's Office.

E. L. WOODLIN,  
Superintendent.

P. & O. S. N. Co.'s Office,  
Hongkong, August 1, 1888. 1282

## Occidental &amp; Oriental Steam-Ship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

THE Steamship GAELIC will be despatched for San Francisco, via Yokohama, on SATURDAY, the 18th August, at 5 p.m.

Connection being made at Yokohama, with Steamers from Shanghai and Japan ports.

All Parcel Packages should be marked to address in full, and same will be received at the Company's Office, until 5 p.m. the day previous to sailing.

First-class fares granted as follows:—

To San Francisco ... £200.00

To San Francisco and return ... 350.00

available for 6 months ... 325.00

To Liverpool ... 330.00

To London ... 330.00

To other European ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be obtained on application.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10%. This allowance does not apply to through fares from China and Japan to Europe.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 50A, Queen's Road Central.

Q. D. HARMAN,  
Agent.

Hongkong, July 28, 1888. 1259

## Buddhism: Its Historical, Theoretical and Popular Aspects.

BY ERNEST J. HYTEL, Ph.D., TURNER.

THIRD EDITION, REVISED, WITH ADDITIONS.

Price, ... £1.50.

LANE, CRAWFORD & Co.  
Hongkong, August 20, 1884.

## Mails.

## COMPAGNIE DES MESSAGERIES MARITIMES.

## PAQUEBOTS POSTE FRANÇAIS.

## STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, SUEZ, PORT SAID, MEDITERRANEAN AND BLACK SEA PORTS, ALEXANDRIA, MARSEILLES, AND PORTS OF BRAZIL, AND LA PLATA.

## ALSO LONDON, HAVRE, BORDEAUX, DUNKIRK AND ANTWERP.

ON THURSDAY, the 10th of August, 1888, at Noon, the Company's S.S. IKAOUDDY, Commandant BRETEL, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted until Noon.

Cargo will be received on board until 4 p.m. Specie and Parcels until 3 p.m. on the 10th August, 1888. (Parcels not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required. For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,  
Agent.

Hongkong, August 3, 1888. 1297

## NORDDDEUTSCHER LLOYD.

## NOTICE.

## STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, BRINDISI, GENOA, ANTWERP, BREMEN &amp; HAMBURG, PORTS IN THE LEVANT, BLACK SEA &amp; BALTIC PORTS; ALSO, LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON &amp; SOUTH AMERICAN PORTS.

## THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LEGGAGE.

## N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

ON THURSDAY, the 30th of August, 1888, at 10 a.m., the Company's Steamship BAYERN, Capt. R. SANDER, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this port as above, calling at GENOA.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 29th August. (Parcels not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.

The Steamer has splendid Accommodation and carries a Doctor and Stewards.

For further Particulars, apply to MELOHERS & Co., Agents.

Hongkong, August 4, 1888. 1306

## Intimations.

## THE OVERLAND CHINA MAIL.

## A WEEKLY JOURNAL FOR THE HOME MAIL.

IS PUBLISHED to suit the Departure of each ENGLISH and FRENCH MAIL Steamer for Europe. Formerly the Overland issue was published fortnightly; but as it was deemed of special importance that a weekly budget of news should be prepared, it was decided to issue it weekly.

Subscribers at Home, and those at the Coast Ports and in the interior, who find the Overland edition a convenient form of newspaper for their personal use will welcome the change. The Overland China Mail, now a weekly budget of news from the Far East, contains special Commercial intelligence and Meetings, and all other news, are given in full as they appear in the Daily Press.

The attention of Advertisers is directed to a weekly newspaper, which is circulated among old China hands and others, both at home and in the Far East, who do not take the daily journals.

The Overland China Mail will be regularly posted from the China Mail Office to subscribers, on their addresses being forwarded to us.

Subscription: Per Annum, ... £12.00, postage, ... £1.00. Quarter, ... 3.00. Single Copy, ... 0.30.

China Mail Office, Hongkong.

## SUMMER TIME TABLE.

## THE KOWLOON FERRY.

## STEAM-LAUNCH MORNING STAR.

## Runs DAILY as a FERRY BOAT between Peddar's Wharf and Tsim-Tse-Tui at the following hours:—This Time Table will take effect from the 1st June, 1888.

## LEAVES KOWLOON. LEAVES HONGKONG.

## 6.00 A.M. 6.30 A.M.

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## Intimations.

## THE CHINA REVIEW.

## PUBLISHED BI-MONTHLY, TENTH YEAR.

THIS Review, which was intended to meet the wants of many students of Chinese caused by the discontinuance of Notes and Queries on China and Japan, has reached its Tenth Year. The Review discusses those topics which are unimportant in the minds of students of the Far East, and about which every intelligent person conversant with China or Japan is desirous of acquiring trustworthy information. It includes many interesting Notes and original papers on the Arts, Sciences, Ethnology, Folklore, Geography, History, Literature, Mythology, Natural History, Antiquities, and Social Manners and Customs, etc., of China, Japan, Mongolia, Tibet, and the Far East generally. Recently a new departure has been taken, and the Review now gives papers on Trade, Commerce, and Descriptive notes of Travel by well-known writers. It was thought that by extending the scope of the Review in this direction, the Magazine would be made more generally useful.

The Review department receives special attention, and endeavours are made to present a careful and concise record of literature on China etc., and to give critiques embodying sketches of the most recent works on such topics. Authors and Publishers are requested to forward works to Editor, China Review, care of China Mail Office.

The Notes and Queries are still continued and form an important means of obtaining from and diffusing among students knowledge on obscure points.

The Correspondents' column also affords further and greater facilities for the interchange of views and discussion of various topics.

Original contributions in Chinese, Latin, or any of the Modern Languages are received. The papers are contributed by the members of the various Consulate, the Imperial Customs, the Hongkong Services, and also by the Missionary bodies amongst whom a high degree of Chinese scholarship is assiduously cultivated. Amongst the regular contributors are Dr. Chalmers, Eitel, Bretschneider, and Hirth, Professor Legge, and Messrs. Ballou, Watters, Sten, Phillips, MacIntyre, Grew, Johnston, Faber, Kopsch, Parker, Playfair, Giles, Piton, and Taylor, all well-known names, indicative of sound scholarship and thorough mastery of their subject.

The Subscription is fixed at \$6.50 per annum, postage included—payable in advance.

Orders for binding volumes will be promptly attended to; Address, "Manager, China Mail Office."

OPINIONS OF THE PRESS.

"All our learned societies should subscribe to this scholarly and enterprising Review."—*Northern Christian Advocate* (U.S.).

"The China Review is a most valuable collection of contents."—*Celestial Empire*.

The Publication always contains subjects of interest to sojourners in the Far East and the present issue will hold favourable for an advantageous comparison, with preceding numbers."—*Celestial Empire*.

This number contains several articles of interest and value. It is a most valuable collection of contents."—*Celestial Empire*.

The China Review for September-October fully maintains the high standard of excellence which characterises that publication, and altogether forms a very interesting and readable number. Meteorologists will find an interesting and valuable contribution by Dr. Fritzsche, on "The Amount of Precipitation (Rain and Snow) of Peking," showing the results of observations made at the Imperial Russian Observatory at Peking, from 1841 to 1880. "Notes on the Dutch Occupation of Formosa," by Mr. G. J. P. H. van der Schuer, contains some interesting information, although much of it is second-hand. The Notices of New Books include a most generous and appreciative review of "The Divine Classic of Nan-Hua," and the Notes and Queries are as usual very interesting."—*Northern Christian Advocate*.

A substantial and reliable Review which all students of China and the Chinese would do well to patronise."—*Chrysanthemum*.

"The November-December number of the China Review contains less variety than usual, but the few articles are very interesting. The opening essay by Mr. Herbert A. Giles on "The Chinese Testament in China" treats of a question that must necessarily be of great importance in the eyes of all missionaries. Mr. E. H. Parker's "Short Journeys in Szechuen" are continued, and a goodly instalment of these travels in the interior of China is given. Mr. P. H. Ballou's contributions, a series of some length entitled "The Emperor Cheng, founder of the Chinese Empire," which will be read with genuine interest by students of Chinese history. A few short notices of New Books and notices of Notes and Queries, one of which, "On Chinese Culture in Western Borneo and Java" might appropriately have been placed under a separate heading, complete the number."—*H. K. Daily Press*.

Trübner's Oriental Record contains the following notice of the China Review:—The present publication, judging by the number now before us, is intended to occupy a position, as regards China and the neighbouring countries, some what similar to that which has been filled in India by the Calcutta Review. The great degree of attention that has been bestowed of late years upon the investigation of Chinese literature, antiquities, and social developments, to say nothing of linguistic studies, has led to the accumulation of important stores of information, rendering some such channel of publicity as is now provided extremely desirable; and contributions of much interest may fairly be looked for from the members of the foreign consular service, the Chinese Customs' corps, and the missionary body, among whom a high degree of Chinese scholarship is now assiduously cultivated, and who are severally represented in the first number of the Review by papers highly creditable to their respective authors. Some translations from Chinese novels and plays are marked by both accuracy and freshness of style; and an account of the career of the Chinese post-statestman of the eleventh century, Su Tung-p'o, by Mr. E. C. Bowra, is not only historically valuable, but is also distinguished by its literary grace. Besides notices of new books, relating to China and the East, which will be a useful feature of the Review, if carried out with punctuality and detail, we are glad to notice that "Notes" and "Queries" are destined to find a place in its pages also. It is to be hoped that this opening for contributions on Chinese subjects may evoke a similar degree of literary zeal to that which was displayed during the lifetime of its predecessor in the field, and that the China Review may receive the support necessary to insure its continuance.

## Mr. Andrew Wind.

## News Agent, &amp;c.

## 21, PARK ROW, NEW YORK; is

## authorised to receive Subscriptions,

## Advertisements, &amp;c., for the China Mail,

## Overland China Mail, and China Review.

## To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven sections, commencing at

## Green Island. Vessels near the Hongkong shore are marked h., near the Kowloon shore k., and those in the body of the

## Shipping or midway between each shore are marked c., in conjunction with the figures denoting the sections.

## Section.

## 1. From Green Island to the Gas Works.

## 2. From Gas Works to Jardine's Wharf.

## 3. From Jardine's Wharf to the Harbour Master's Office.

## 4. From Harbour Master's Office to the P. and O. Co.'s Office.

## 5. From P. and O. Co.'s Office to Peddar's Wharf.

## 6. From Peddar's Wharf to the Naval Yard.

## Section.

## 7. From Naval Yard to Blue Buildings.

## 8. From Blue Buildings to East Point.

## 9. From Kowloon Island to North Point.

## 10. Kowloon Wharves.

## 11. Jardine's Wharf.

## Merchant Vessels in Hongkong Harbour.

## Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven sections, commencing at Green Island. Vessels near the Hongkong shore are marked h., near the Kowloon shore k., and those in the body of the

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